

AMUSING CREATIVE WRITING

I thought you might be amused by the short piece the daughter of a good friend of mine wrote as a "creative writing" assignment for her 20th grade English class. The "protagonist" of the story is a Honda Hawk (1979 model, I think), and the Ducati is my 1974 GT 750, which, it is true, does get fussed over quite a bit. The friend who had the accident is doing much better, though there is enough metal in his bones to make going through airport security stations a real joy.

Keep up the good work on the newsletter; I really appreciate it.

Sam Cole, PO Box 118, Mayaguez, P.R. 00709

THOUGHTS FROM A HONDA

I am a red Honda motorbike. I live on the Unger's patio under a plastic roof. I see the garden around me and when it rains, I don't get wet. My owner keeps me clean most of the time, but, when I'm muddy I feel embarrassed. I am well driven; rarely do I worry about getting dented.

This morning some young boys stopped by the iron gate of the house and looked in at me admiringly. That always makes me feel happy. I often feel sad though, because I sometimes think my owner envies his friend Sam's bike. It is a silver Ducati.

Jemima, the cat, loves me very much when I stand still on the patio. She is keeping me warm now, sleeping on the leather seat. Her enemy cat also sleeps on me which makes me feel guilty. The worst thing in my life is when Jemima sharpens her nails on my nice black tires.

My owner just came out and took the cat off my back. It looks like we are going for a ride with Sam and the Ducati. I don't like the Ducati because Sam fusses over it, and that makes it proud. It won't even look my way.

We've just arrived here at the college where my owner works. There is another burgundy Honda who is very nice. My best friend is a very humble, dirty, orange dirt bike. It has to ride dirt roads every day. Another friend of mine was hurt in an accident and I don't know if I'll see him again. The only bad thing about going to college is that my owner always makes me stand next to the Ducati. I privately call it a duck.

A CHICKEN IN EVERY POT AND A 250 IN EVERY BEDROOM

Hello Joel: I have just finished my first read-through of my friend Joe's copy of your excellent newsletter. Please start my subscription and membership as soon as possible.

I own a 1975 Ducati 860 GT that has carried me over 55,000 miles of enjoyable, reliable riding. I also have a '64 Ducati 250 in my bedroom that I am slowly piecing back together.

Your Newsletter is so much fun to read, especially all the letters and articles containing tech tips.

Though I have experienced similar bothers as many Ducati owners apparently have, the motorcycle is so easy to service and so pleasurable to ride that I have never liked any other bike as much as my 860. The bike is completely versatile. I ride it daily to work and also race around with friends. I fly down the highway at any speed I care to go for as long as I care to ride. Bet you can tell I am a Ducati Enthusiast!

Actually I like them so much that I got a job as a parts man at the local Ducati dealership, Storm's Cycle in Grand Prairie, Texas. I felt that I could meet and help the most Ducati owners this way.

Thank you for reading my letter, and for operating the club.

Duncan Williams 8403 Midway Road Dallas, TX 75209

Everyone knows what a real pain in the butt carburetors can be when you are trying to tune your bike or keep it running right. There are times when you don't know if its the carbs, or the timing or the price of coffee beans in South America. Well, I happen to own five bikes and I figured I could take advantage of this Colortune tool. The ad and article sure sounded convincing. Anyway I bought one and tried it on my bikes and then I even went and plugged it up on my Ford F-150 Pickup. Damn if this didn't improve the bikes and the trucks performance. The truck even stopped shaking at idle at stop lights. I was so impressed I decided to pass this along to everyone. (Joel. . .)

Tech Tips

COLORTUNE: TUNE YOUR ENGINE BY COLOR

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If you would, consider the following faults: hot stalling, erratic idling, plugs loading up at idle, excessive pollution, and excessive fuel consumption. These problems have one thing in common - they are all symptoms of incorrectly adjusted or faulty carburetors. That list is in fact, a severely shortened one, and it could go on a lot longer. We could add other faults: plug blistering, excessively hot engine running, fast bore wear, and excessive valves rapidly burning out, for just a few more.

Adjusting the carburetor or fixing it if something is wrong so it meters precisely the right air/fuel ratio over the entire rev range and load has always been a difficult task. For the private owner, it's made even more difficult by the fact that the sophisticated equipment needed to check the mixture has always been out of his price bracket. The need for accurate mixture calibration from the carburetor, or fuel injection for that matter, has always been important; but these days, the need to keep emissions and fuel consumption to a minimum makes it take on even greater importance.

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